

CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

REPORT NO.

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**SECRET**

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SUBJECT    Marshalling Yards at Cop, USSR

NO. OF PAGES 1

PLACE  
ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

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SOURCE

1. The Prague (5005N-1428E) - Ceska Trebova (4954N-1627E) - Prebov (4927N-1727E) - Bohumin (4955N-1820E) line is the main railroad route to and from Poland; the Prague - Bohumin - Ksice (4842N-1627E) - Cop (Chop) (U3SR) (4825N-2211E) line is the main trunk line to and from the USSR. I know nothing of the shipments of military equipment transported on these routes.
2. Cop is the only direct connecting link by rail between the USSR and the CSR. At this station the Soviet five foot gauge railroad meets the Czech railroad with its standard gauge. The Soviets are building a great marshalling yard at this terminal which should have 160 tracks by the end of 1951. At the very beginning of the project, the Soviet engineers encountered difficulty because of inadequate water supply. Two artesian wells bored at Cop did not provide a sufficient amount of water, hence more artesian wells were to be bored in the vicinity of Cop.
3. [redacted] saw ten self-propelled cranes in use for construction, as well as for loading and unloading military equipment consigned to the USSR. [redacted] Loading and unloading were done manually. Also in June, several railroad turntables located in roundhouses were already in operation. The project called for facilities whereby the Czech freight and passenger cars would be lifted off their undercarriages and transferred to Soviet undercarriages and vice versa.

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